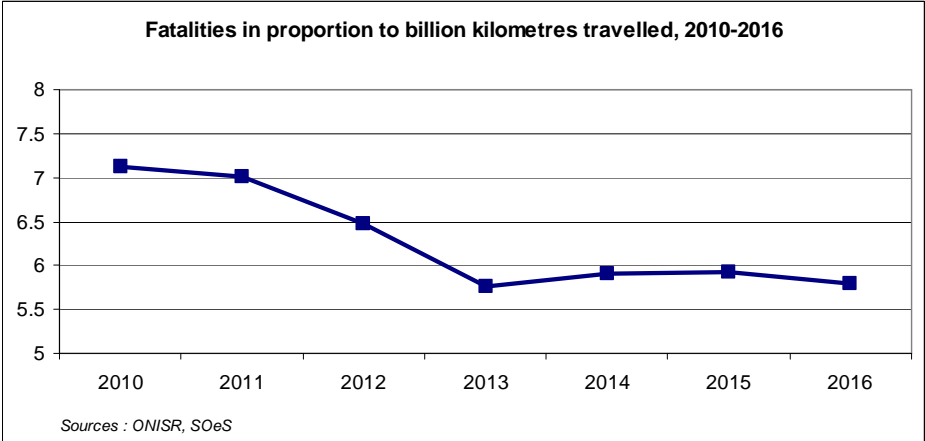


Road Safety in 2016

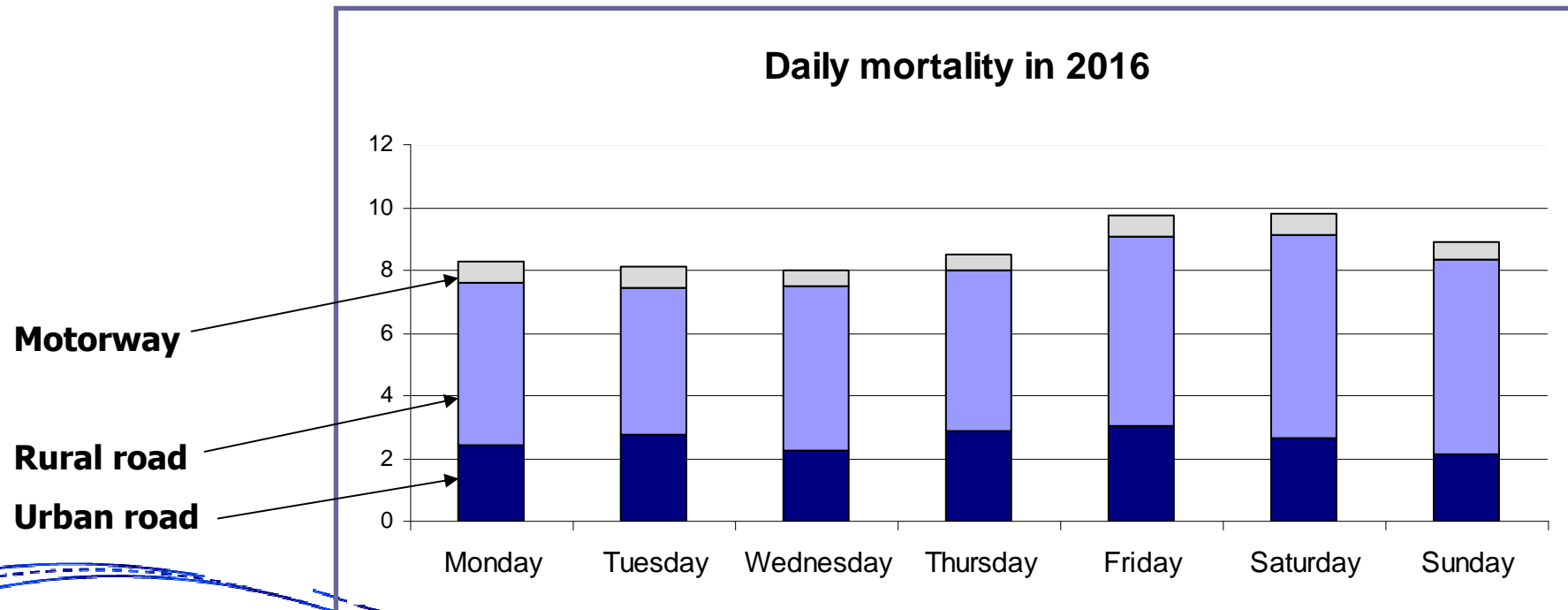
Summary Report












General data 2016 – France mainland

Road fatalities are stable between 2015 and 2016 with a difference of 16 fatalities

Results for the year 2016	Injury accidents	Killed within 30 days	Injured people	incl hospitalised 24h
2016 final results 25/04/2017	57 522	3 477	72 645	27 187
2015 final results	56 603	3 461	70 802	26 595
Difference 2016 / 2015	919	16	1 843	592
Variation 2016 / 2015	1.6%	0.5%	2.6%	2.2%



General data 2016 – Road users

	 Pedestrians	 Pedal cyclists	 Moped users	 Motorcyclists	 Car users	 Utility vehicles	 HGV users	 Public transport	 Other users	Total
2010	485 12%	147 4%	248 6%	704 18%	2117 53%	146 4%	65 2%	4 0%	76 2%	3 992 100%
2015	468 14%	149 4%	155 4%	614 18%	1796 52%	120 3%	56 2%	43 1%	60 2%	3 461 100%
2016	559 16%	162 5%	121 3%	613 18%	1760 51%	130 4%	55 2%	12 0%	65 2%	3 477 100%
Variation 2015-2016	19%	9%	-22%	0%	-2%	8%	-2%	-72%	8%	0%
Variation 2013-2016	20%	10%	-24%	-3%	9%	-2%	-4%	71%	-67%	2%
Variation 2010-2016	15%	10%	-51%	-13%	-17%	-11%	-15%	200%	-14%	-13%
Variation 2000-2016	-34%	-41%	-74%	-35%	-67%	63%	-56%	-40%	-2%	-57%

36 fewer car users killed : -2% killed than in 2015.

91 additional pedestrians killed : +19% killed than in 2015, +15% killed than in 2010.

10 additional users of utility vehicles killed : +8% killed than in 2015,

34 fewer moped riders and 1 fewer motorcyclists killed compared with 2015.

13 additional cyclists killed : +9% killed than in 2015, +10% killed than in 2010.

General data 2016 – Collisions

France mainland 2016	Fatalities								<i>Total</i>
	Pedes-trians	Pedal cyclists	Moped users	Motor-cyclists	Car users	Utility vehicles	HGV+PT	Other users	
X single vehicle		23	44	232	810	47	39	33	1228

Responsible in

COLLISION BETWEEN

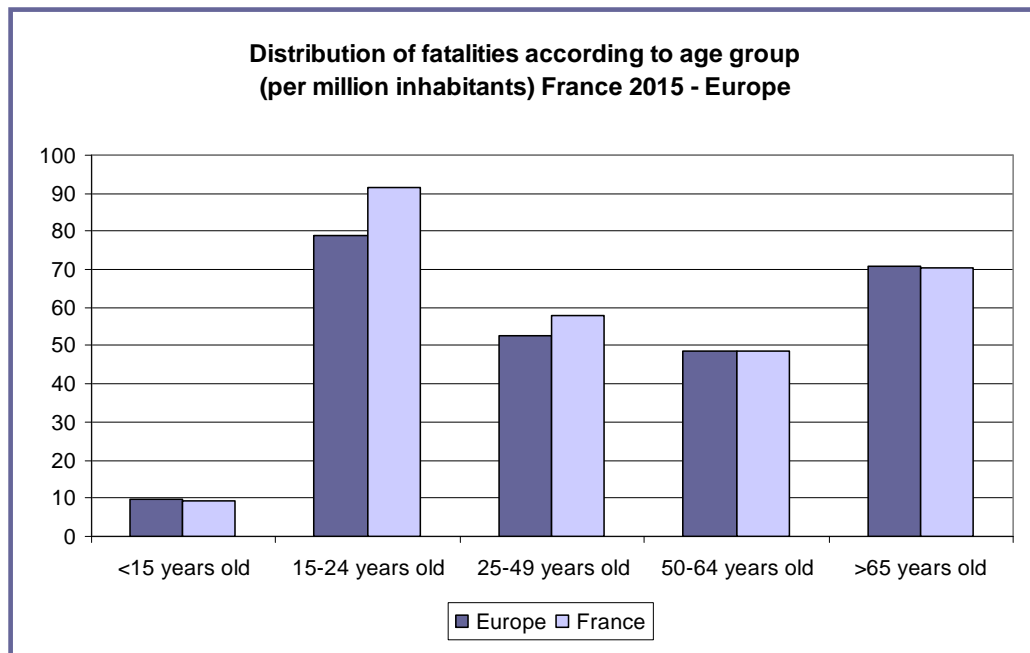
10%	Pedestrians		2	0	2	0	0	0	0	4
29%	Pedal cyclists	1	2	0	0	0	0	0	0	2
59%	Moped users	4	2	1	1	1	0	0	0	9
57%	Motorcyclist	20	3	3	6	1	0	0	0	33
59%	Car users	342	76	40	234	459	13	4	18	1186
49%	Utility vehicles	59	11	11	49	90	13	2	1	236
29%	HGV+PT	84	25	14	30	202	40	13	5	413
	Other users	17	6	4	10	16	3	1	1	58
	Multicollision	32	12	4	49	181	14	8	7	307
	<i>Total</i>	559	162	121	613	1760	130	67	65	3477
	<i>Share of fatalities</i>	16%	5%	3%	18%	51%	4%	2%	2%	100%

of cases
(including
accidents
involving a
single
vehicle)

Overall, 100 fewer fatalities in accidents involving a single vehicle, except for motorcyclists (+12 fatalities compared with 2015).

Pedestrian fatalities are killed mostly by car users (+56), utility vehicles (+12), and HGV/Public transports (+15).

Comparing France with Europe – Per age group



Europe 2015 : 52 fatalities
per million inhabitants.

France 2016 : 53 fatalities
per million inhabitants.

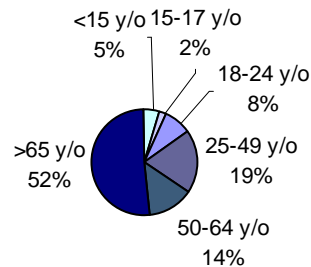
22 fewer fatalities in the
18-24 age group

	Fatalities 2016	Difference of fatalities 2015-2016	Evolution of fatalities 2015-2016	Evolution of hospitalised victims 2015-2016
0-14 years old	108	7	7%	0%
15-17 years old	96	-29	-23%	2%
18-24 years old	597	-22	-4%	1%
25-44 years old	994	-30	-3%	1%
45-64 years old	796	35	5%	4%
65-74 years old	320	8	3%	9%
75 years old and over	566	47	9%	2%

55
additional
fatalities in
the 65+ age
group

Comparing France with Europe – Pedestrians safety

Pedestrian fatalities per age group
in France in 2016



91 additional pedestrian fatalities in 2016 compared with 2015, including :

+12 children aged 0-14

+23 young people aged 18-29

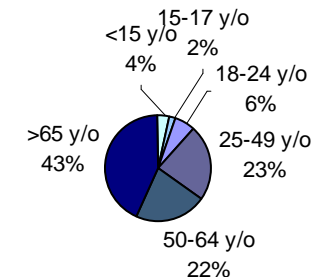
+ 8 seniors aged 65-74

+54 seniors aged 75 years old and over

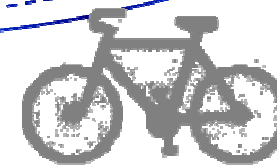


People age **65 +** are over-represented in France among pedestrian fatalities

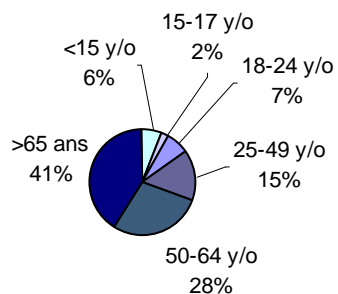
Pedestrian fatalities per age group
in Europe



Comparing France with Europe— Cyclists safety



Cyclist fatalities per age group
in France in 2016



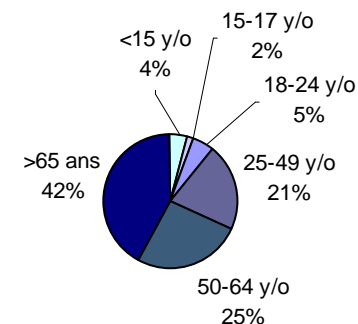
50% of pedestrian and cyclist fatalities under 65 years old are killed in urban areas:

65% of those fatalities between 65 and 74 are killed in urban areas

83% of those fatalities aged 75 and over are killed in urban areas.

The share of cyclists **aged 65 and over** among fatalities is equivalent with that observed in Europe, but is over-represented compared with the proportion of this aged group among the population.

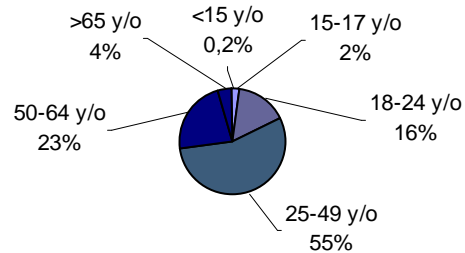
Cyclist fatalities per age group in Europe



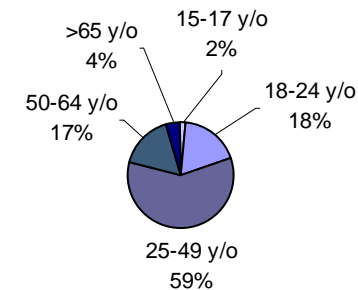
Comparing France with Europe – Motorcyclists safety



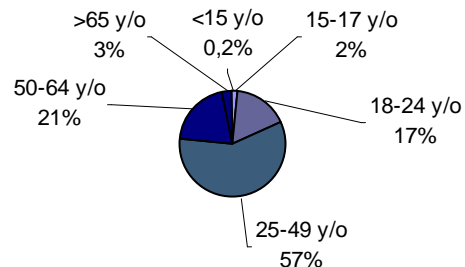
Motorcyclist fatalities per age France 2016



Motorcyclist fatalities per age Europe



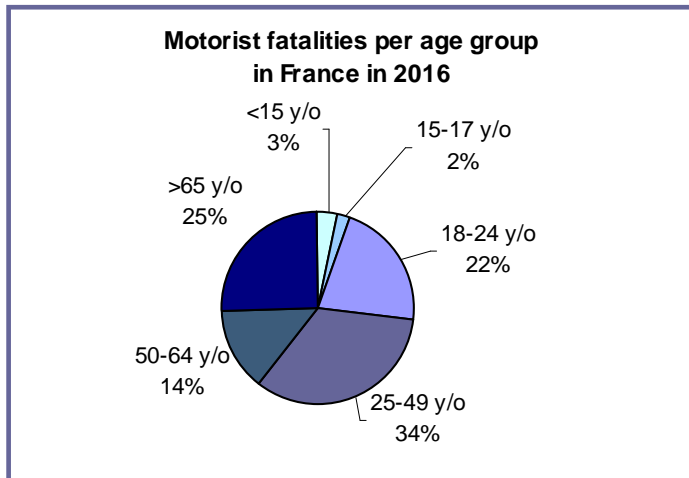
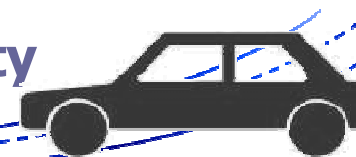
Motorcyclist fatalities per age France 2015



In France :

- the share of 50-64 years old among fatalities increases since 2015 : 16% in 2014, 21% in 2015 and 23% in 2016.
- the share of 18-24 years old among fatalities lost ground in 2014 : 20% in 2010, about 16% since 2014.

Comparing France with Europe – Motorists safety

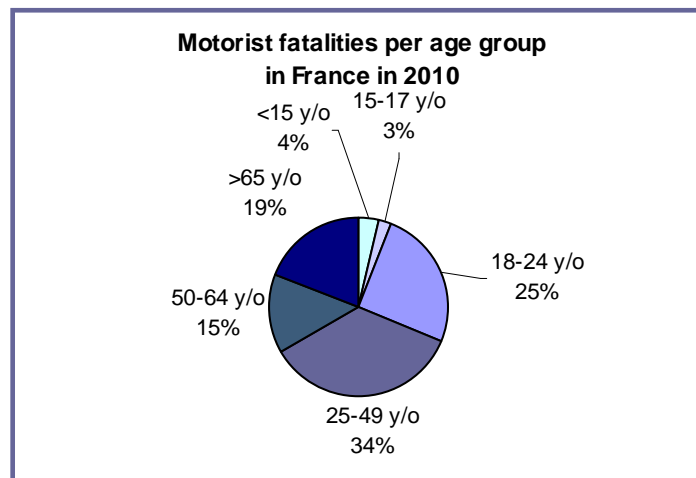
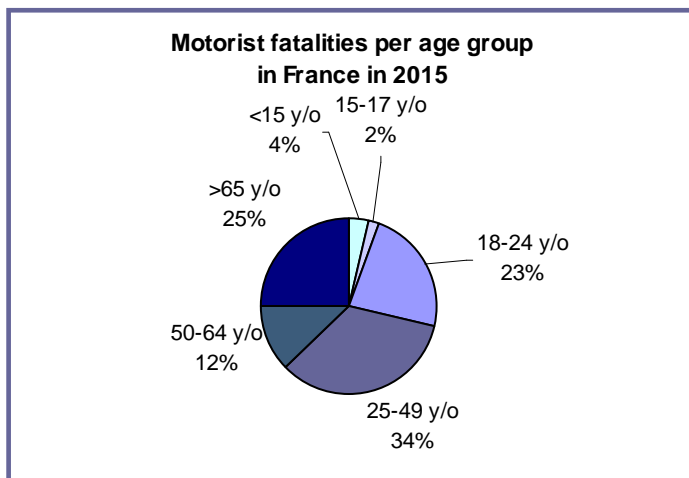


The share of **seniors aged 65 and over** among fatalities increased from 19% in 2010 to 25% **in 2016**. They now represent 19% of the population.

There are, between 2015 and 2016 :

-11 fatalities aged 65-74 years old

+9 fatalities aged 75 and over



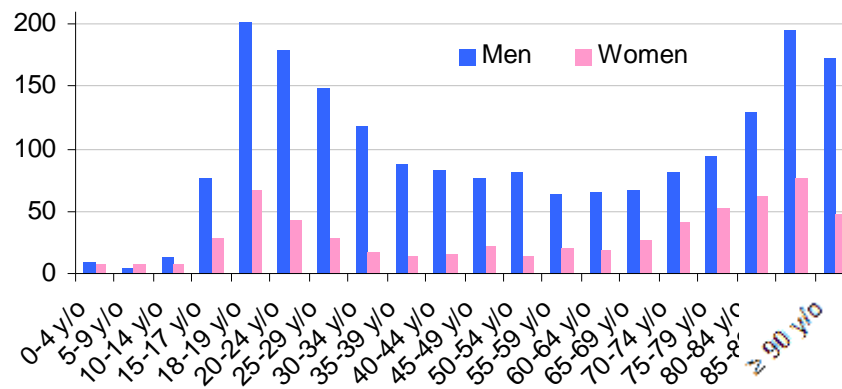
The share of the **18-24 age group among fatalities** is now **22%**, compared with 25% in 2010. They represent 8% of the population.

83% of presumed authors of fatal accidents are men

Men are over-represented among **drivers fatalities**, but also among **injured persons**.

Victims as **passengers** are relatively **equally** divided between men and women.

Fatalities in proportion to population

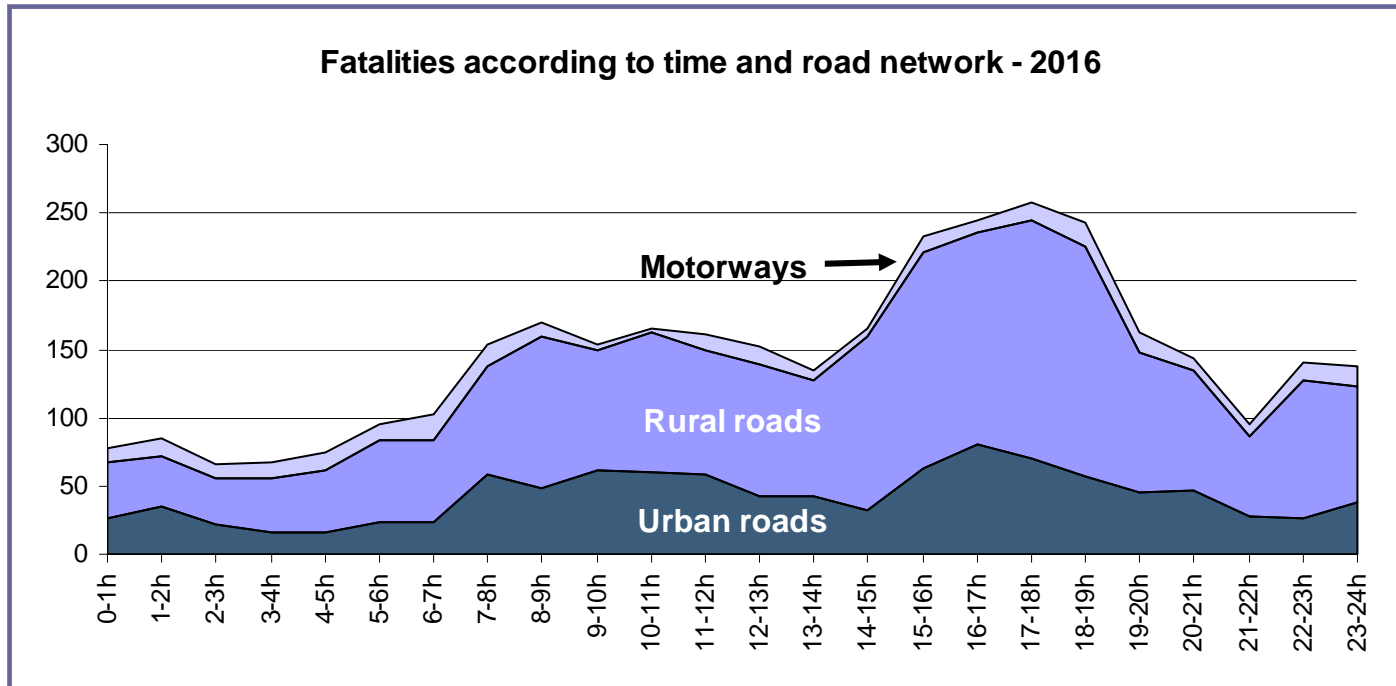


Proportion of men BAAC 2016	Drivers			Passengers		
	Fatalities	Hospitalized	Slightly injured	Fatalities	Hospitalized	Slightly injured
pedal cyclist	83%	81%	74%	-	50%	65%
moped rider	88%	90%	85%	60%	57%	56%
motorcyclist	97%	95%	93%	37%	40%	38%
car user	77%	64%	58%	52%	49%	47%

Pedestrian fatalities are higher among men, however pedestrian injured persons are divided between men and women.

Proportion of men BAAC 2016	Fatalities	Hospitalized	Slightly injured
pedestrian	64%	54%	52%

Road fatalities : where and when ?



Evolution of pedestrian fatalities between 2015 and 2016:

Stable but remain high (48 fatalities) on motorways

+16 fatalities on rural roads

+75 fatalities on urban roads between 7-10h and 16-19h

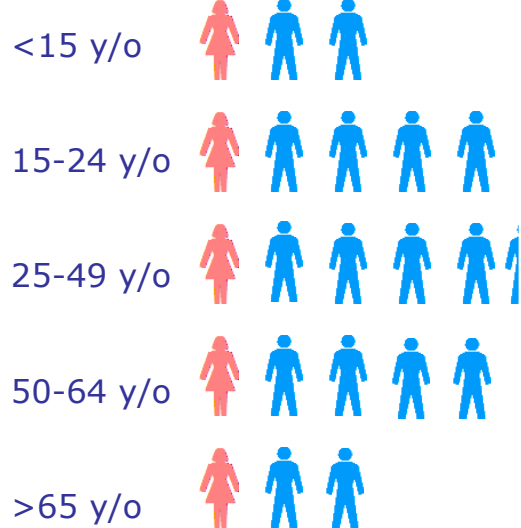
63% of fatalities are killed on **rural roads (2188 fatalities, -16% since 2010)**, 8% on motorways (270 fatalities, +5.5% since 2010) and 29% on urban roads (1019 fatalities, -10% since 2010).

69% of pedestrian fatalities are killed **IN urban areas** as well as **48% of cyclist fatalities (both increasing in urban areas)**

61% of motorcyclist fatalities are killed **OUTSIDE urban areas (rising trend)**

3 477 fatalities – Challenges

According to the age group, for 1 female killed there are:



76% of fatalities are men

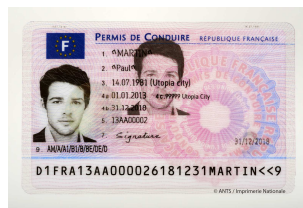


The age group 15-29 represent 1/3 of seriously injured persons 29 % of fatalities

70% of the seriously injured are vulnerables road users : motorcyclists, moped users, cyclists and pedestrians.



Powered 2 wheelers (motorcyclists and moped users) represent 43% of seriously injured persons , 22% of fatalities, for less than 2% of the motorised traffic.

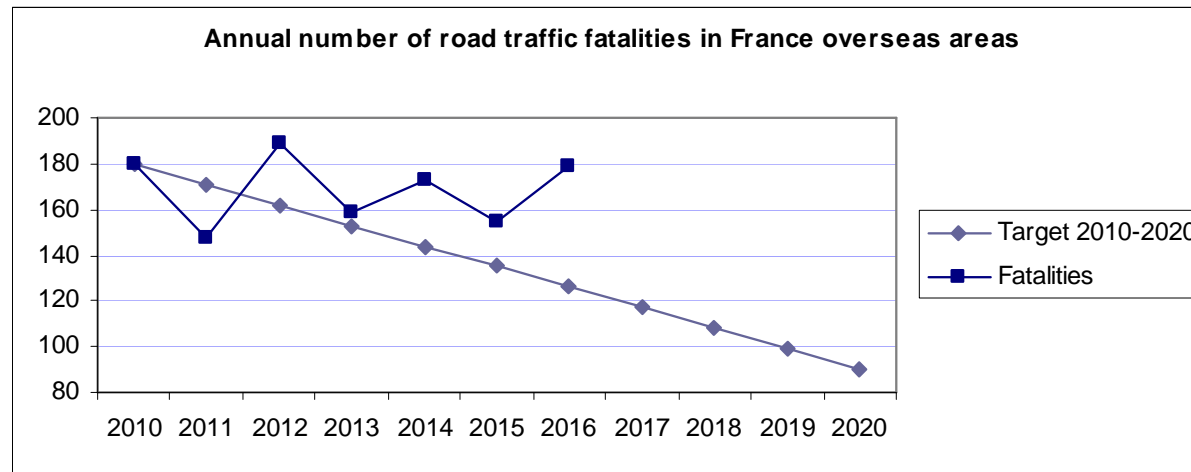


1 fatalities out of 5 is so in an accident involving a novice driver.

14 % of persons killed are so in an accident involving one HGV.



Road safety results 2016 in overseas areas



179 persons were killed in the 5 overseas areas (**DOM**) :
 +15.5% increase compared with 2015
 -0.6 % decrease compared with 2010.

Road fatalities increased compared with 2015 in overseas communities (**COM**) :

26 fatalities in Polynésie Française, 24% less than in 2010

51 fatalities in Nouvelle Calédonie, 16% less than in 2010.

Road safety results 2016 in overseas areas – Key factors

Between *40 and 50 fatalities per year* :

Nouvelle Calédonie : **speed - alcohol, personal and utility cars, young people**, seat belt not fastened, no license

Guadeloupe : alcohol, **powered 2 wheelers + failure to wear a helmet, young people**

La Réunion : alcohol, P2W, at night

Between *20 and 35 fatalities per year* :

Martinique : **alcohol, P2W + failure to wear a helmet**, young people

Guyane : alcohol, P2W + **failure to wear a helmet** , young people

Polynésie Française : **alcohol, P2W**

Overall, population is **younger** than in France mainland.

Powered 2 wheelers are very often **moped riders**.

Presumed authors of fatal accidents – Causes noted by police forces – As multi-causes

Speed : 31 % of cases

Priority not given : 13 %
of cases

Dangerous overtaking : 4
% of cases

Contraflow driving : 2 % of
cases

Change lane : 2 % of cases

No safe distance with
previous vehicle : 1 % of
cases

Inattention : 8 % of cases

Phone : 1 % of cases

Alcohol : 19 % of cases

Illegal drugs : 9 % of cases

Sickness : 4 % of cases

Sleepiness : 3 % of cases

Obstacles on lane : 2% of
cases

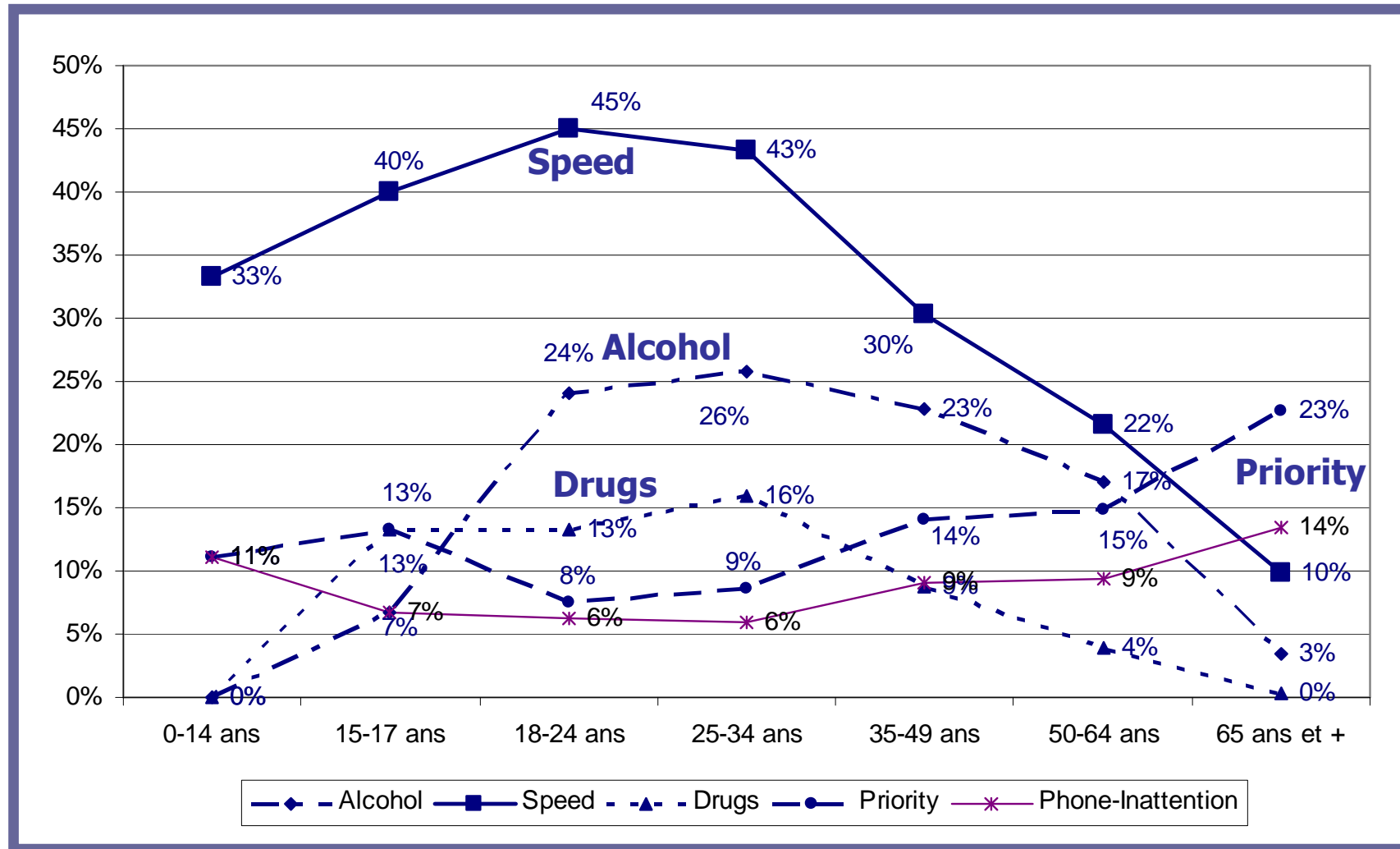
Vehicles factors : 1% of
cases

Other causes : 11 % of
cases

Unknown causes : 9 % of
cases



Presumed authors of fatal accidents – Causes per age group



Measured mean speeds in 2016



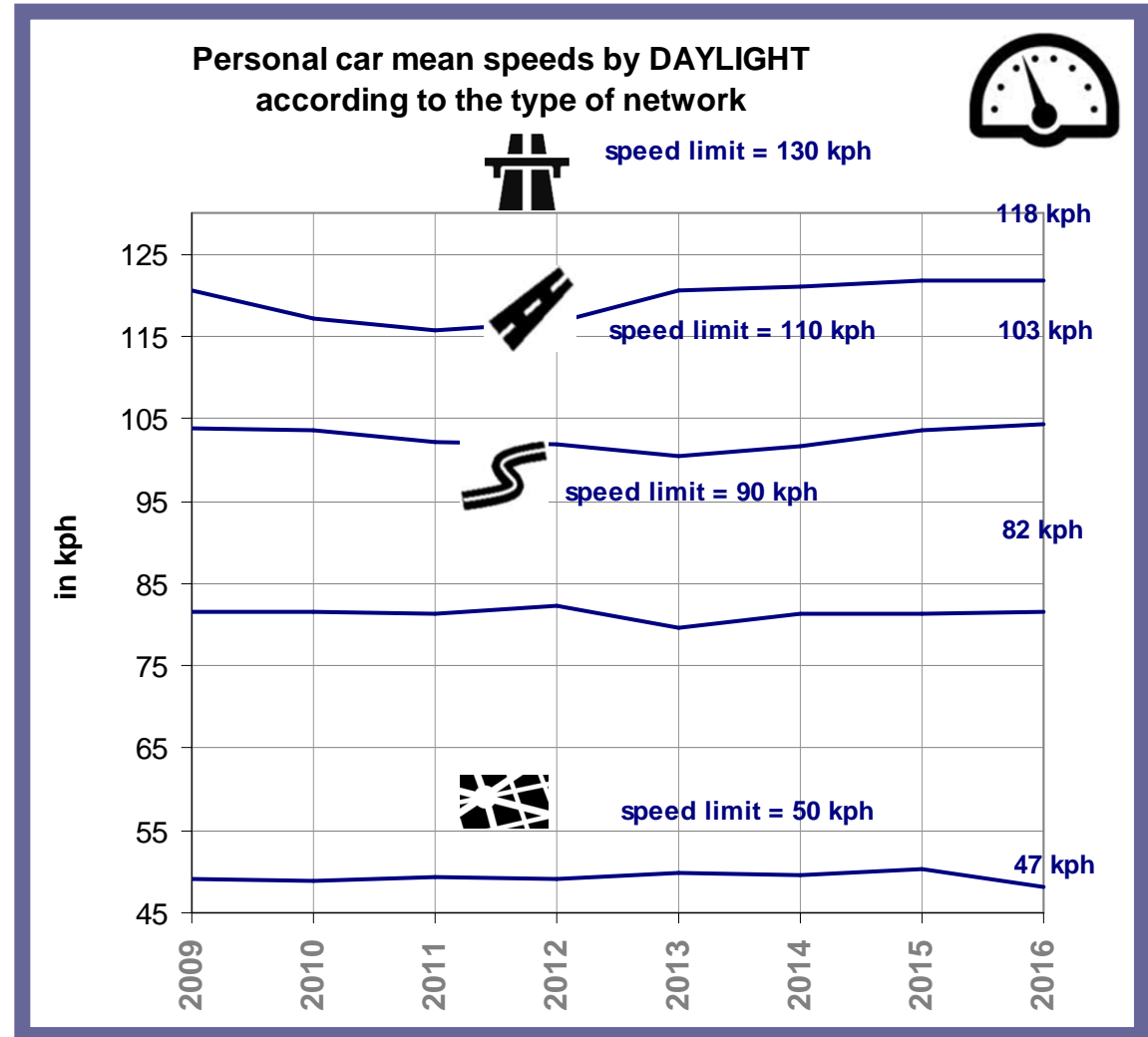
Between 2012 and 2016, average driving speed have been **increasing** by :

5 to 6 kph on **motorways**

3 to 4 km/h on **dual carriageways**

Speed are globally stable since 2009 on roads with a 90 kph speed limit.

In urban areas, a slight decrease observed in 2016 is still to be confirmed in the medium term.



NB: "VMA" means Maximum Allowed Speed

Source : speed observatory ONISR-Cerema

Road user behaviour in fatal crashes



29 % are killed in an accident with at least 1 driver alcohol impaired

9 % are killed in an accident with sleepiness or sickness involved

ZZZZZZZZZ...




Not wearing their seat belts:

20 % of car users killed 

27% of utility van users killed 

25% of HGV users killed 

22 % are killed in an accident with 1 driver impaired with illegal drugs 



Not wearing an helmet :

10 % of moped users killed 

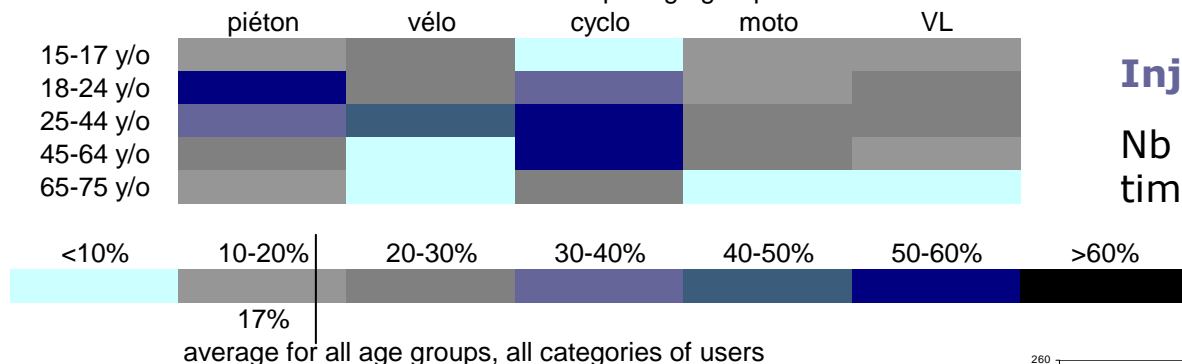
4% of motorcyclists killed 

Involved drivers and pedestrians – Alcohol impaired

29% of **fatalities** are killed in an accident with at least 1 driver/pedestrian alcohol impaired (blood-alcohol level >0.5g/l)

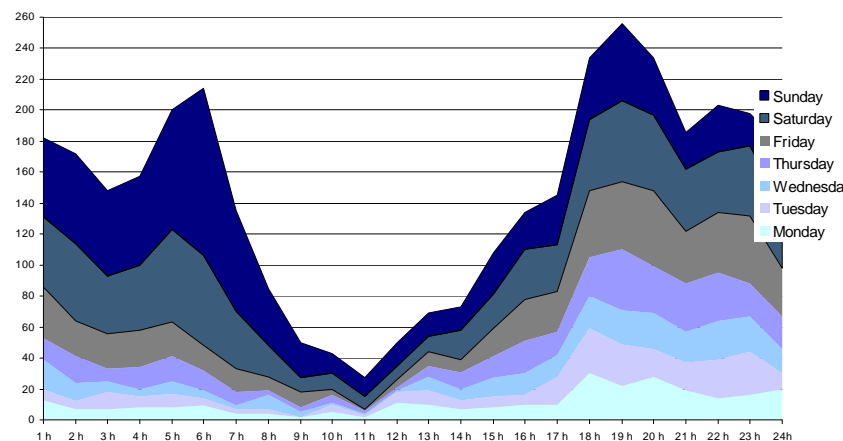
18% of **drivers or pedestrians** involved in a **fatal accident** have a blood-alcohol level above 0.5g/l

In 2016 share of alcohol impaired drivers/pedestrians among drivers/pedestrians involved in fatal accidents - per age group



Injuries accidents :

Nb of alcohol impaired car users, by time of day and day of the week



Blood-alcohol level above the legal limit

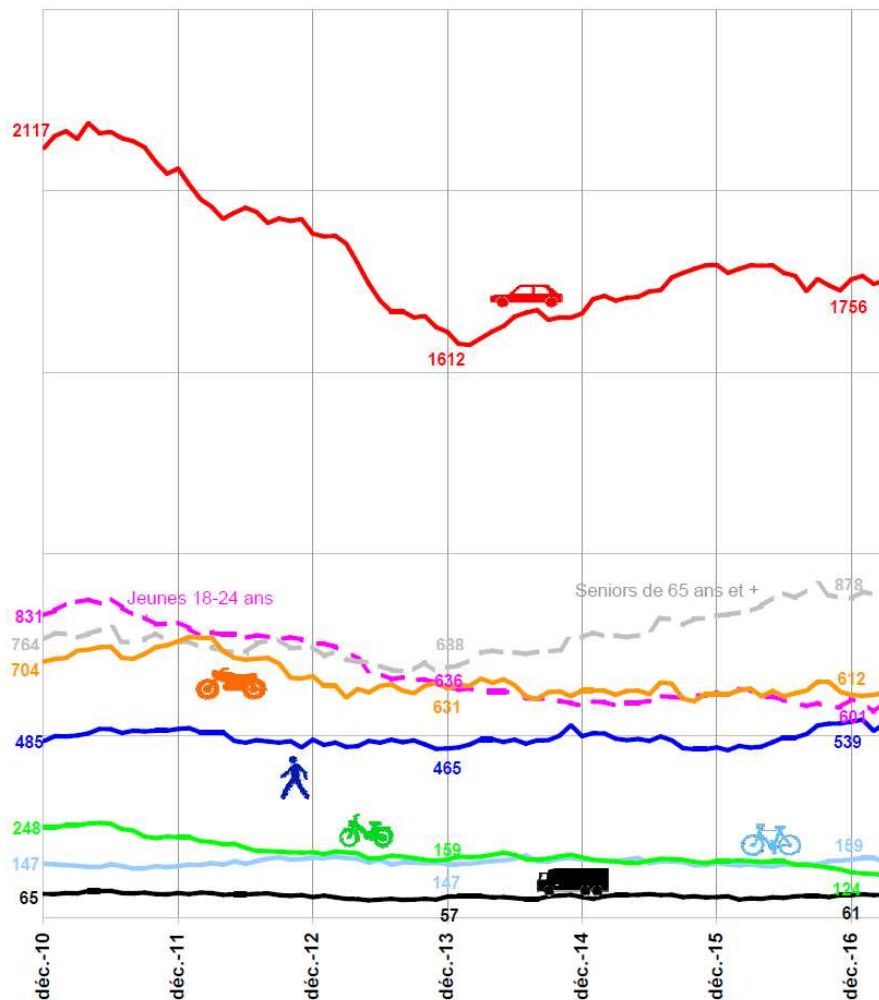
in fatal accidents:

- **1 in 3 moped drivers**
- 1 in 5 motorcyclists
- 1 in 5 car users
- 1 in 3 pedestrians

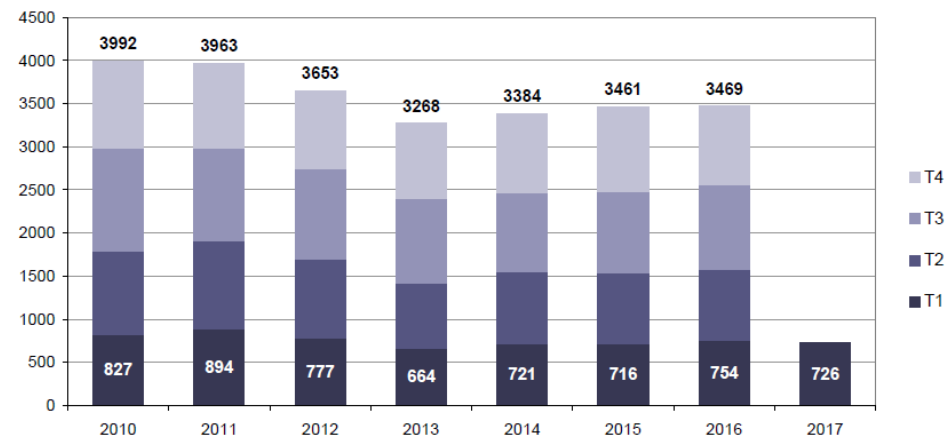


A new road safety dashboard – a new perspective

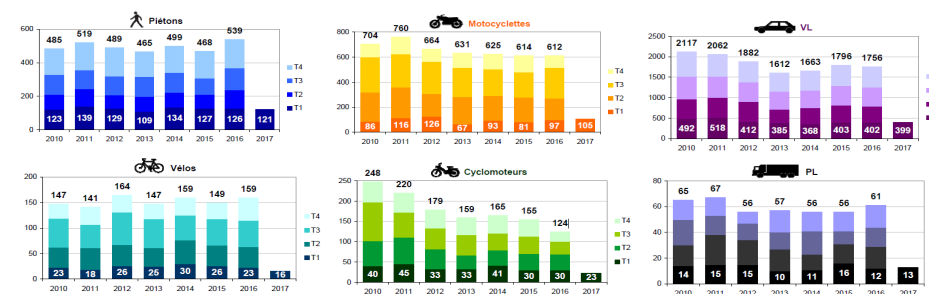
Monthly



Quarterly



Sources : 2010 à 2015 : Données BAAC
2016 et 2017 : Données provisoires



26 June 2017
Road Safety Results 2016

ONISR Website : search for "ONISR" via any Internet search engine